

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB12F

SUBDIVISION: *SPRINGFIELD TOWNSHIP* **CODE#** *061- 74121*

DISTRICT NUMBER: *2* **COUNTY:** *Hamilton* **DATE** *09/12/2001*

CONTACT: *JOHN MUSSELMAN* **PHONE #** *(513) 522-4004*

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX *(513) 522-3704*

E-MAIL *musselmanj@springfieldtp.org*

PROJECT NAME: *TRAPP LANE RECONSTRUCTION*

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ *327,482.00*
☒ 2. Loan \$ *327,482*
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ *409,353.00*

FUNDING REQUESTED: \$ *327,482.00*

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____ **LOAN ASSISTANCE:** \$ _____

SCIP LOAN: \$ *327,482* **RATE:** *0* % **TERM:** *20* yrs.

RLP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program

☐ Small Government Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2001 SEP 14 AM 11:2

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ .00

Final Design \$ _____ .00

Bidding \$ _____ .00

Construction Phase \$ _____ .00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 387,853.00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ 21,500.00

g.) TOTAL ESTIMATED COSTS:

\$ 409,353.00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:**(Round to Nearest Dollar and Percent)**

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 81,870.60 </u>	20-percent
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u> 81,876.60 </u>	20-percent
d.) OPWC Funds		
1. Grant	\$ <u> 327,482.40 </u>	80-percent
2. Loan	\$ <u> 327,482.00 </u>	80
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 327,482.40 </u>	80-percent
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 409,353.00 </u>	100-percent

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

Please see attached letter – Status of Funds Report.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: *TRAPP LANE RECONSTRUCTION*

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

*Section 34, Town 3, Entire Range 1
Springfield Township, Hamilton County, Ohio*

PROJECT ZIP CODE: 45231

B: PROJECT COMPONENTS:

- The alignment/footprint of the improved roadway will be established - The existing roadway is currently not centered in the road right of way. The alignment will be corrected, and the existing roadway will be widened and re-aligned within the road right of way to match the newly developed subdivision roadway. The new subdivision roadway (new section of Trapp Lane in the Miles Woods Subdivision to the south of the existing portion of Trapp lane) was built to current Hamilton County Subdivision Standards (28 feet back of curb to back of curb). The turning radius at the Springdale intersection will be adjusted and improved.
- The existing road elevation will be followed as much as possible, however slight adjustments may be required to accommodate the installation of a new storm sewer system.
- A new storm sewer system will be installed – The new storm water system will include underground reinforced concrete storm pipe, and catch basins with curb inlets.
- New concrete curb and gutter will be constructed.
- The full depth removal of existing roadway will occur – Undercutting will take place wherever necessary in order to re-establish a firm roadbed. Type D geotextile fabric will be installed, followed by the installation of a minimum of 6-inches of 304 aggregate base, placed in at least two separate 3-inch lifts, with compaction measures taken between each lift.
- The roadway asphalt bed will be installed – The asphalt bed will consist of the installation of 3-inches of 402 asphalt, followed by a 1-inch leveling course of 403 asphalt, followed by a 1-inch final course of 404 asphalt.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

NOTE: A videotape has been enclosed with this application as an additional visual aid for those not able to visit the project site, and as additional information regarding the current condition of Trapp Lane. Please view this video.

Trapp Lane suffers from poor pavement condition, which is a result of improper pavement profile and substandard design. The existing Trapp Lane is also not centered in the right-of-way, and more specifically the pavement is all on the west side of the centerline of the roadway. Test borings were taken to verify roadway composition and condition. The H.C. Nutting Company performed the pavement-coring program, and the investigative procedures and findings are enclosed (H.C. Nutting Co. Test Boring Report).

- The road is 900-feet long and varies in width from 16- to 18-feet. This narrow width is substandard and creates unsafe conditions for motorists because it becomes difficult for two cars to pass safely. The narrowness of the road is also an issue because the new section of Trapp Lane that ties into the southern end of the existing Trapp Lane, is 28-feet from back of curb to back of curb. This results in a funneling effect that has the potential to create hazardous driving conditions for motorists unfamiliar with the road.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 285 Year: 2001 Projected ADT: same Year: 2002

The ADT is based on the formula of 60-percent of the entire subdivision using Trapp Lane to access Springdale Road.

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$

Stormwater: Number of households served: 9

Only the 9 homes located along the old section of Trapp lane are currently not served by public storm sewer, and will be served as part of the Trapp Lane Reconstruction project.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

Please see attached statement, signed by the Hamilton County Deputy Engineer, Mr. Ted Hubbard.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 409,353.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>07/01/01</u>	<u>04/30/02</u>
4.2 Bid Advertisement and Award:	<u>07/15/02</u>	<u>08/13/02</u>
4.3 Construction:	<u>09/02/02</u>	<u>12/13/02</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA</u>	<u>NA</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER **MR. TOM BRYAN**
TITLE **CHAIRMAN, SPRINGFIELD TOWNSHIP BOARD OF TRUSTEES**
STREET **9150 WINTON ROAD**
CITY/ZIP **CINCINNATI - 45231**
PHONE **(513) 522 - 1410**
FAX **(513) 729 - 0818**
E-MAIL **trustees@springfieldtwp.org**

5.2 CHIEF FINANCIAL

OFFICER **MR. TOM BRYAN**
TITLE **CHAIRMAN, SPRINGFIELD TOWNSHIP BOARD OF TRUSTEES**
STREET **9150 WINTON ROAD**
CITY/ZIP **CINCINNATI - 45231**
PHONE **(513) 522 - 1410**
FAX **(513) 729 - 0818**
E-MAIL **trustees@springfieldtwp.org**

5.3 PROJECT MANAGER

TITLE **MR. JOHN MUSSELMAN**
STREET **SERVICE DIRECTOR**
CITY/ZIP **8375 WINTON ROAD**
PHONE **CINCINNATI - 45231**
FAX **(513) 522 - 4004**
E-MAIL **(513) 522 - 3704**
musselmanj@springfieldtwp.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below. *Legislation: Springfield Township Resolution #66-2001*
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter. *Status of Funds Report*
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature. *Useful Life / Cost Estimate*
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
To be sent at a later date.
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Mr. Tom Bryan, Chairman, Springfield Township Board of Trustees

Certifying Representative (Type or Print Name and Title)


Signature/Date Signed

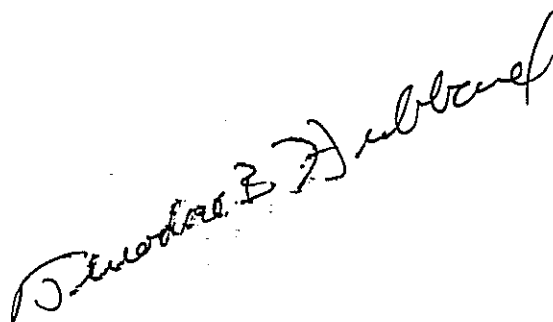
**PROJECT: TRAPP LANE RECONSTRUCTION
ENGINEER'S ESTIMATE:**

Item	Description			ENGINEERS ESTIMATE	
NO.	ROADWAY ITEMS	UNIT	QTY	UNIT	TOTAL
201	CLEARING & GRUBBING	LS	1.00	\$5,000.00	\$5,000.00
202	PAVEMENT REMOVED	SY	155.00	\$5.00	\$775.00
202	PIPE REMOVED	LF	50.00	\$10.00	\$500.00
203	EXCAVATION, NOT INCLUDING EMBANKMENT	CY	952.00	\$15.00	\$14,280.00
203	EMBANKMENT CONSTRUCTION	CY	100.00	\$20.00	\$2,000.00
203	SUBGRADE COMPACTION	SY	2800.00	\$2.00	\$5,600.00
301	BITUMINOUS AGGREGATE BASE	CY	10.00	\$75.00	\$750.00
301	BITUMINOUS AGGREGATE BASE (DRIVES)	CY	10.00	\$100.00	\$1,000.00
304	AGGEGATE BASE	CY	476.00	\$35.00	\$16,660.00
402	ASPHALT CONCRETE, AC-20	CY	10.00	\$65.00	\$650.00
404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	310.00	\$65.00	\$20,150.00
404	ASPHALT CONC, AC-20, AS PER PLAN (DRIVES)	CY	20.00	\$100.00	\$2,000.00
452	PLAIN PORTLAND CEMENT CONC. PAVEMENT (7" DRIVES)	SY	140.00	\$40.00	\$5,600.00
601	ROCK CHANNEL PROTECTION, TYPE B	CY	3.00	\$70.00	\$210.00
602	HW-4B HEADWALL	EA	2.00	\$1,500.00	\$3,000.00
603	12" CONDUIT, TYPE B, 706.02, CL IV	LF	150.00	\$45.00	\$6,750.00
603	15" CONDUIT, TYPE B, 706.02, CL IV	LF	500.00	\$50.00	\$25,000.00
603	18" CONDUIT, TYPE B, 706.02, CL IV	LF	400.00	\$60.00	\$24,000.00
603	21" CONDUIT, TYPE B, 706.02, CL IV	LF	20.00	\$75.00	\$1,500.00
604	CB 2-2B CATCH BASIN	EA	1.00	\$1,500.00	\$1,500.00
604	CB-3 CATCH BASIN	EA	4.00	\$1,750.00	\$7,000.00
604	CB-3M CATCH BASIN	EA	1.00	\$1,750.00	\$1,750.00
604	CB-3MH CATCH BASIN	EA	1.00	\$2,000.00	\$2,000.00
604	MH-3 MANHOLE	EA	1.00	\$1,500.00	\$1,500.00
609	COMBINATION CURB & GUTTER, TYPE 2	LF	1900.00	\$20.00	\$38,000.00
614	MAINTAINING TRAFFIC	LS	1.00	\$5,000.00	\$5,000.00
619	FIELD OFFICE	LS	1.00	\$2,000.00	\$2,000.00
623	CONSTRUCTION LAYOUT STAKES	LS	1.00	\$3,000.00	\$3,000.00
653	TOPSOIL, FURNISHED & PLACED (3")	CY	100.00	\$50.00	\$5,000.00
659	SEEDING & MULCHING	SY	2000.00	\$2.50	\$5,000.00
659	COMMERCIAL FERTILIZER (12-12-12)	TON	0.50	\$300.00	\$150.00
659	AGRICULTURAL LIMING	TON	1.00	\$300.00	\$300.00
SPL	PERFORMANCE BOND	LS	1.00	\$1,000.00	\$1,000.00
SPL	"TENSAR" GEOGRID OR APPROVED EQUAL	SY	2800.00	\$10.00	\$28,000.00
SPL	TEMPORARY EROSION CONTROL	LS	1.00	\$5,000.00	\$5,000.00
SPL	STORM SEWER "AS BUILT" DRAWINGS	LS	1.00	\$5,000.00	\$5,000.00
SPL	PUBLIC WORKS INSPECTOR	HR	80.00	\$30.50	\$2,440.00
SPL	MAILBOXES RELOCATED	EA	8.00	\$100.00	\$800.00
SPL	DOWNSPOUT PIPE	LF	100.00	\$10.00	\$1,000.00
SPL	BUTT JOINT	EA	2.00	\$150.00	\$300.00
SPL	UNDERCUTTING, AS DIRECTED BY ENGINEER	CY	500.00	\$20.00	\$10,000.00
SPL	FENCE, REMOVE & RELOCATE (CHAIN LINK)	LF	100.00	\$25.00	\$2,500.00
SPL	RELOCATE LANDSCAPE TIMBERS	EA	10.00	\$20.00	\$200.00
SPL	RELOCATE LANDSCAPE ROCKS	LS	1.00	500.00	\$500.00
SUBTOTAL FOR ROADWAY ITEMS				\$264,365.00	
SUPPLEMENTAL ITEMS					
203*	EXCAVATION, NOT INCLUDING EMBANKMENT	CY	150.00	15.00	\$2,250.00
301*	BITUMINOUS AGGREGATE BASE	CY	50.00	75.00	\$3,750.00
402*	ASPHALT CONCRETE, AC-20	CY	10.00	65.00	\$650.00
404*	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	40.00	65.00	\$2,600.00
603*	12" CONDUIT, TYPE B, 706.02, CL IV	LF	50.00	45.00	\$2,250.00
603*	15" CONDUIT, TYPE B, 706.02, CL IV	LF	50.00	50.00	\$2,500.00
603*	18" CONDUIT, TYPE B, 706.02, CL IV	LF	50.00	60.00	\$3,000.00
609*	COMBINATION CURB & GUTTER, TYPE 2	LF	200.00	20.00	\$4,000.00
659*	SEEDING & MULCHING	SY	200.00	2.50	\$500.00
SUBTOTAL FOR SUPPLEMENTAL ITEMS				\$21,500.00	

Item	Description			ENGINEERS ESTIMATE	
WATER WORKS ITEMS					
1101	FURNISHING & LAYING 6" DIP & FITTINGS	LF	30	175.00	\$5,250.00
1101	FURNISHING & LAYING 8" DIP & FITTINGS	LF	950	85.00	\$80,750.00
1110	CONCRETE CLASS C	CY	8	140.00	\$1,120.00
1111	8" VALVE CHAMBER (PRE-CAST)	EA	3	1,440.00	\$4,320.00
1112	FURNISHING & INSTALLING 6" FIRE HYDRANT	EA	3	1,550.00	\$4,650.00
1114	REMOVE EX. FIRE HYDRANT	EA	2	500.00	\$1,000.00
1115	FURNISHING & INSTALLING FIRE HYDRANT EXT (6" LONG)	EA	3	500.00	\$1,500.00
1115	FURNISHING & INSTALLING FIRE HYDRANT EXT (12" LONG)*	EA	1	500.00	\$500.00
1115	FURNISHING & INSTALLING FIRE HYDRANT EXT (18" LONG) *	EA	1	500.00	\$500.00
1116	FURNISHING & INSTALLING VALVE BOX COMPLETE	EA	3	250.00	\$750.00
1119	ADDITIONAL EXCAVATION*	CY	10	60.00	\$600.00
1120	EXPLORATORY EXCAVATION	CY	10	75.00	\$750.00
1121	FILL ABANDONED WATER WORKS STRUCTURES	CY	4	75.00	\$300.00
1123	CHANGE PIPE SEWERS 8" & UNDER*	LF	20	75.00	\$1,500.00
1123	CHANGE PIPE SEWERS 10" TO 24"	LF	20	85.00	\$1,700.00
1125	RESET EXISTING VALVE BOXES COMPLETE	EA	1	90.00	\$90.00
1126	FURNISH, INSTALL & CONNECT 3/4" COPPER SERV. PIPE	LF	250	56.00	\$14,000.00
1128	RECONNECT EX. 3/4" SERV. BRANCH	EA	1	400.00	\$400.00
1131	FURNISH & INSTALL CURB & ROADWAY BOXES	EA	10	124.00	\$1,240.00
1132	RESET EXISTING CURB & ROADWAY BOXES	EA	1	50.00	\$50.00
1133	FURNISH & INSTALL 5/8" FROST-PROOF METER SETTING*	EA	1	519.00	\$519.00
1133	RELOCATE EX. 5/8" FROST-PROOF METER SETTING	EA	1	370.00	\$370.00
1133	RESET EXISTING 5/8" FROST-PROOF METER SETTING*	EA	1	248.00	\$248.00
509	REINFORCING STEEL	LBS	1081	1.00	\$1,081.00
604	ADJUSTING EXISTING VALVE CHAMBER TO GRADE W/O RING	EA	1	300.00	\$300.00
SUBTOTAL FOR WATER WORKS ITEMS				\$123,488.00	
ROADWAY ITEMS TOTAL				\$264,365.00	
SUPPLEMENTAL ITEMS TOTAL				\$21,500.00	
WATER WORKS ITEMS TOTAL				\$123,488.00	
TOTAL FOR PROJECT				\$409,353.00	

I HEREBY CERTIFY THAT THE TRAPP LANE RECONSTRUCTION PROJECT WILL HAVE A USEFUL LIFE OF TWENTY (20) YEARS.


THEODORE B. HUBBARD, P.E.-P.S.
DEPUTY HAMILTON COUNTY ENGINEER



Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Township Administrator
Michael T. Hinnenkamp

Law Director
Laura A. Abrams



SPRINGFIELD TOWNSHIP
HAMILTON COUNTY, OHIO
Founded 1795

9150 WINTON ROAD • CINCINNATI, OHIO 45231
Phone 522-1410 • Fax 729-0818
www.springfieldtwp.org

Police Chief
David J. Heimpold

Recreation Director
Melanie McNulty

Service Director
John B. Musselman

Development Services Director
Deanna Kuennen

Fire Chief
Robert Leininger

Community Services Director
Carl Abel

December 12, 2001

Mr. Rob White
Program Representative
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215-4213

Re: 2002 Trapp Lane Project Loan Request

Dear Mr. White:

Springfield Township hereby acknowledges the offer of a no-interest, twenty-year loan in the amount of \$327,482.00 for the 2002 Trapp Lane road project. On behalf of the Township, I accept the offer of this loan, with the understanding that the Township will appropriate matching funds of twenty percent toward the project.

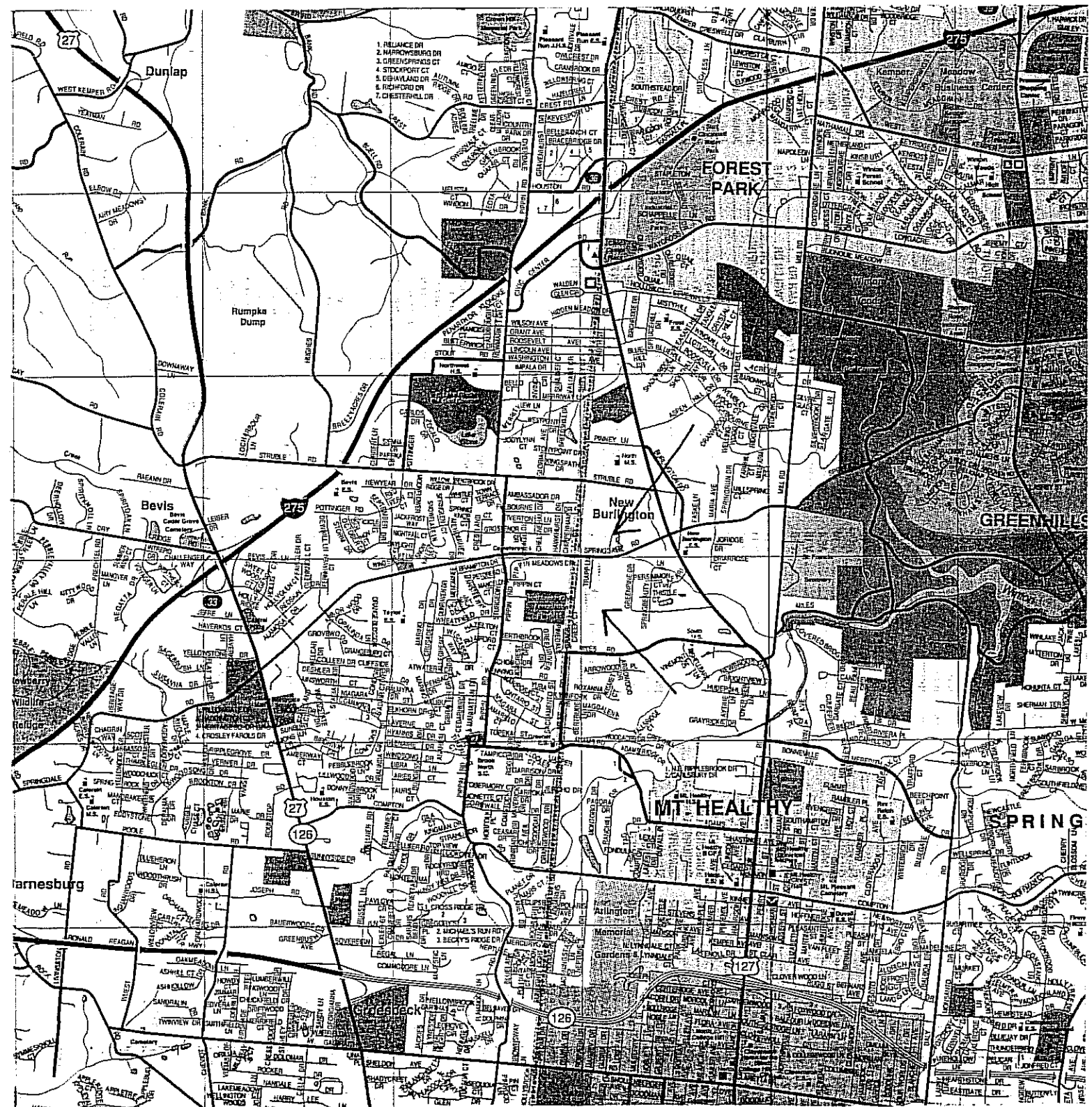
We look forward to processing the forthcoming loan agreement and appreciate your assistance in the provision of these funds.

Sincerely,

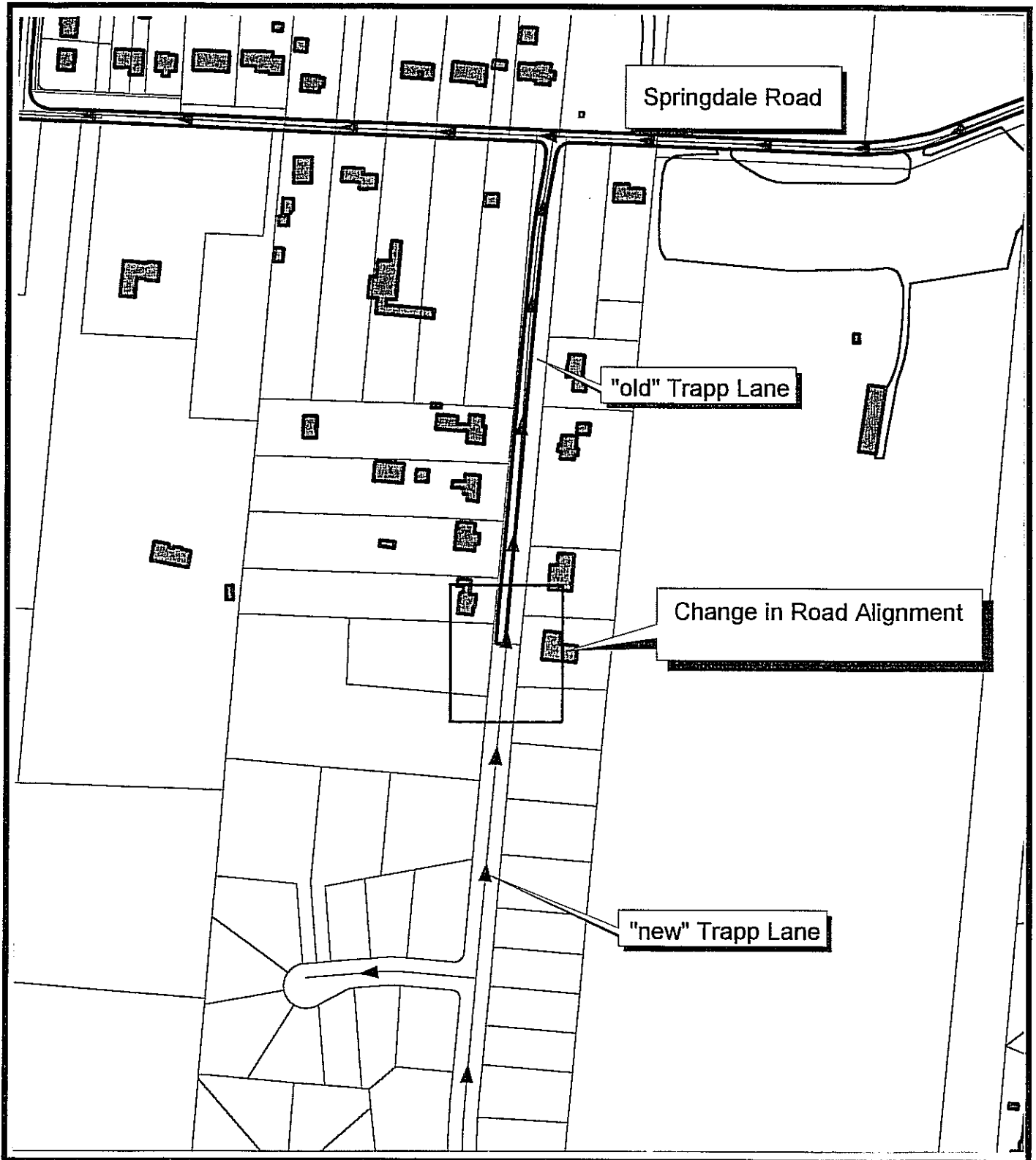
A handwritten signature in dark ink, appearing to read "Tom Bryan", written over a horizontal line.
Tom Bryan
Chairman, Board of Township Trustees

C: Joe Cottrill, Hamilton County Engineers
Michael Hinnenkamp, Township Administrator
John Musselman, Service Director, Springfield Township

SPRINGFIELD TOWNSHIP TRAPP LANE RECONSTRUCTION SITE MAP



Trapp Lane Alignment



Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Township Administrator
Michael T. Hinnenkamp

Law Director
Laura A. Abrams



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September 12, 2001

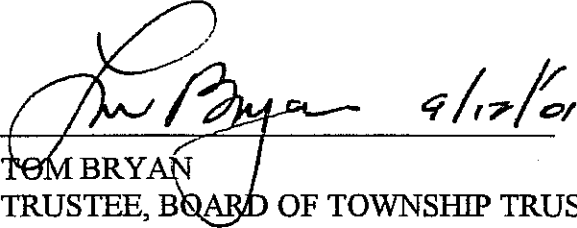
USER CERTIFICATION

Project: TRAPP LANE RECONSTRUCTION

This is to certify that, to the best of my knowledge, the traffic data included in this application is correct.

SPRINGFIELD TOWNSHIP

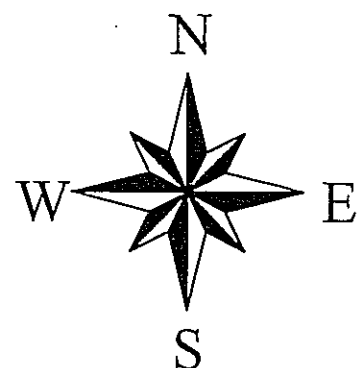
Chief Executive Officer:


TOM BRYAN
TRUSTEE, BOARD OF TOWNSHIP TRUSTEES

TRAPP LANE VICINITY MAP



 Parcel Polygons
 Pavement



Trustee
Tom Bryan

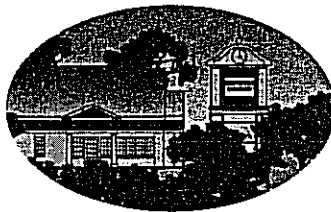
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September 12, 2001

STATUS OF FUNDS REPORT

Project: TRAPP LANE RECONSTRUCTION

This is to certify that the sum of \$81,870.60 is available as the local matching funds in connection with Springfield Township's application for State Capital Improvement Funds for the above-mentioned project.

The source of the local match will be Springfield Township Funds. Local matching funds have been encumbered and will be certified upon completion of the Project Agreement with the Ohio Public Works Commission.

SPRINGFIELD TOWNSHIP

Chief Executive Officer:

 9/12/01
TOM BRYAN
TRUSTEE, BOARD OF TOWNSHIP TRUSTEES

Chief Financial Officer:

 9/12/01
TOM BRYAN
TRUSTEE, BOARD OF TOWNSHIP TRUSTEES

**BOARD OF TRUSTEES
SPRINGFIELD TOWNSHIP, HAMILTON COUNTY, OHIO
RESOLUTION NUMBER 66-2001**

**AUTHORIZING SPRINGFIELD TOWNSHIP TO ENTER INTO CONTRACT WITH THE OHIO
PUBLIC WORKS COMMISSION**

Mr. Tom Bryan
Mr. Joseph Honerlaw
Ms. Gwen McFarlin

Mr./Ms. Honerlaw moved for adoption of the following Resolution:

WHEREAS, Springfield Township is applying for State Capital Improvement Program Funds;
and

WHEREAS, the application for funds requires that enabling legislation be passed giving the Chief Executive Officer/Chairman of the Board the authority to submit applications and enter into contracts with the Ohio Public Works Commission;

NOW THEREFORE, BE IT RESOLVED, the Board of Trustees of Springfield Township hereby authorizes Mr. Tom Bryan, Chairman of the Board of Trustees, to submit State Capital Improvement Program applications and enter into contracts with the Ohio Public Works Commission, and that Mr. John Musselman, Service Director, act as Project Manager if funds are awarded to Springfield Township.

Mr./Ms. McFarlin Seconded the Motion and the roll being called upon its adoption the vote resulted as follows:

Mr. Bryan
Mr. Honerlaw
Ms. McFarlin

AY
AY
AY

John Walskyundski Clerk

Board of Trustees

Gwen McFarlin
Joseph Honerlaw
Tom Bryan

Adopted at a Special Meeting on August 21, 2001

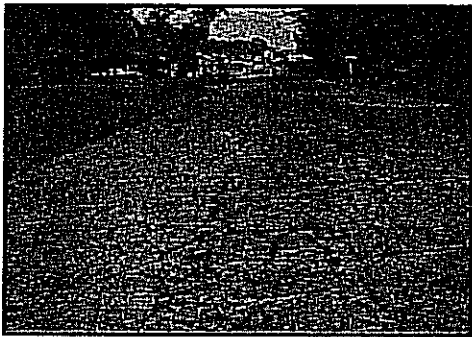
ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Trapp Lane was constructed over 40-years ago and was accepted by the Hamilton County Commissioners in 1961. Today, the road suffers from poor pavement condition resulting from the lack of proper pavement profile and substandard design. This roadway, which is approximately 900-feet long by only 16- to 18-feet wide, has no curb and gutter, a flat profile which does not allow for proper water runoff, and the pavement is heavily cracked and beginning to show signs of a weakening sub-base. To further exasperate the physical constraints and condition of the road, the existing pavement has failed in various locations partially due to the lack of a storm water drainage system and the damage the water has caused to the road. The H.C. Nutting Company was contracted to take test borings to verify the roadway composition and condition. The pavement-coring program revealed there is no consistency in the roadway construction, and the base stone is fractured and the layers of asphalt have become unbonded. The reports also indicated that in all instances, "the upper six-inches to 12-inches of clayey subgrade soil was very moist and classified as soft in terms of consistency." *(Please see the attached H.C. Nutting Co. Test Boring Report for more details).*



Example of deteriorating pavement on Trapp Lane.

All of the roads within Springfield Township's jurisdiction were last evaluated in 2000, by DAS, an independent consultant hired by the Township. The results of DAS's analysis were then input into a pavement management program used to rate the condition of the pavement. The pavement management program indicated that the pavement on Trapp Lane was in "failed" condition and recommended "rehabilitation/reconstruction." Due to the condition of the pavement, the road requires complete reconstruction and no elements of the existing road are salvageable. *(Please see attachment #1A - the Springfield Township Road Maintenance Department Pavement Management System Report).* The road inventory filed with Hamilton County in 2000 also showed Trapp Lane as in being in "poor" condition. *(Please see attachment #1B - Highways - Report of Township Trustees).*

**** Please also view the videotape included with this application for further evidence of the pavement condition. ****

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Trapp Lane is currently only 16- to 18-feet wide, and is predominantly aligned west of center of the right-of-way (*Please see attachment #2A - maps*). The new section of Trapp Lane that ties into the southern end of the existing road has a wider profile and is aligned differently. The new Trapp Lane is 28-feet from back of curb to back of curb, and is centered in the road right-of-way, which does not allow these two road sections / pavement centerlines to align properly. The misalignment has the potential to create hazardous driving conditions and safety issues for motorist. Not only does a condition exist where a wider road is funneling into a narrow road, there is a shift in the alignment of pavement, and no streetlights to illuminate the situation. This has the potential to create hazardous driving conditions as unfamiliar drivers try to navigate the roadway in the dark.



Example of "old" Trapp Lane vs. "new" Trapp Lane

The increase in the road width will also improve the safety of the intersection of Trapp Lane and Springdale Road. While only four accidents have been reported at this location over the last five years (*Please see attachment #2B - Springfield Township Police Department accident reports*)(remember that this data is from a stub street with only 9 residents) I believe we can reasonable expect the number of accidents to increase with the additional traffic from the newer section of Trapp Lane. The proposed increased roadway width and improved intersection radius will accommodate better turning movement and sight-distance for motorist, further reducing the potential of accidents at this location.

Safety will also be enhanced through the elimination of potential road hazards such as potholes and water puddles. The entire roadway that exists today will be removed and rebuilt, so no longer will motorist need to veer out of their travel lanes to avoid ice patches from ponding water or potholes.

The increased roadway width in combination with the improved driving surface will result in a overall safer roadway which in turn will help expedite emergency medical and fire response from our Fire Station on Burlington Road.

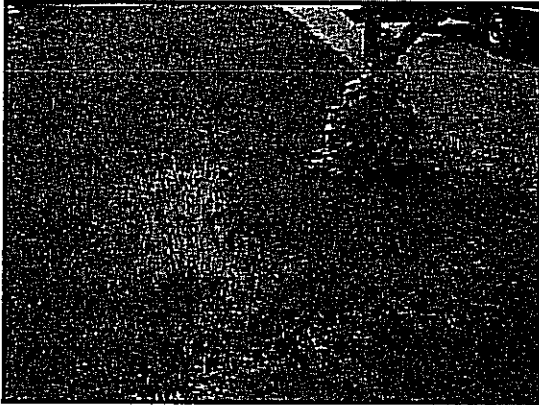
According to Steve Telinda (Mt. Healthy Schools Transportation 742-6021), they are currently avoiding using the older section of Trapp Lane because the narrow width of the roadway and the poor turning radius at Springdale is too dangerous. The improved turning radius and wider roadway would provide a safer more expeditious route for the school children.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if

necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

As part of the Trapp Lane reconstruction, curb and gutter will be added to the road and an underground storm drainage system with curb inlets will be added. The addition of a storm drainage system constructed with curb and gutter will be a major improvement for the residents who live in this area, because with no storm drainage system and a flat road profile, water frequently ponds in yards and on the road. The new storm drainage system, combined with the correct pavement profile, will allow the pavement to properly drain, keep runoff from traveling on the pavement and in yards, and reduce ponding, which is a known attraction for mosquitoes and potential disease carrying insects.



Example of water ponding in yards

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 TRAPP LANE RECONSTRUCTION

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The reconstruction of Trapp Lane will not directly enhance economic development or economic growth in the region. However, the reconstruction of Trapp Lane coincides with the completion of the Miles Woods Subdivision,

Phase I and II. The subdivision has recently neared the completion of all heavy construction, and the existing barricades that have been put in place to prevent construction traffic from further deteriorating the road, have recently been removed. With the removal of the barricades, residents from all 95 homes now have full access to this section of Trapp Lane, then ultimately better, more convenient access to all businesses and industries located on Springdale Road, Hamilton Avenue, the Colerain Avenue corridor, and Interstate-275 (*Please see Attachment #6A – map of Trapp Lane and region and #6B Trapp Lane Route Comparison Map*).

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

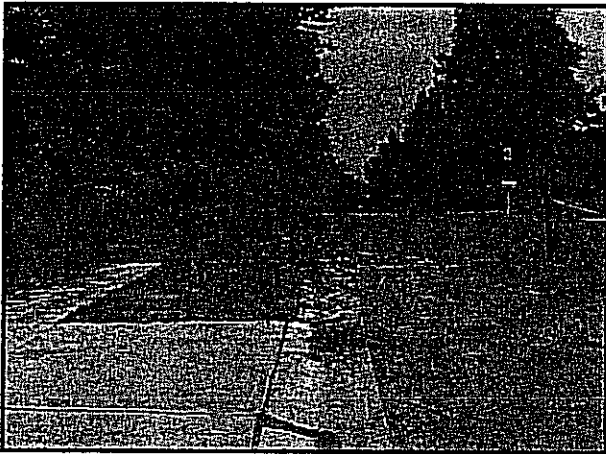
None

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

In general, the widening of Trapp Lane and the addition of a storm drainage system with curb and gutter will both work to increase the safety of the roadway and eliminate the deficiencies that currently exist (*as described in detail in other areas of this application*). Of equal importance is the fact that the improvements to the road will also allow Trapp Lane to safely accommodate the increase in users associated with the completion of Miles Woods Subdivision, Phase I and II.

Until only recently, only the nine residents who live on this section of Trapp Lane travel this section of the road and have convenient access to Springdale Road. Barricades were installed in order to prevent construction traffic from the Miles Woods Subdivision from accessing the subdivision via Springdale Road and further deteriorating and damaging the existing substandard road/pavement. Once the subdivision reached full build-out and the majority of construction traffic ceased, the barricades were removed. It was intended that the completion of the Miles Woods Subdivision would coincide with the reconstruction of this portion of Trapp Lane. The goal was to provide a safe transportation route for residents from the nine existing homes and the 86 homes in the subdivision, to use Trapp Lane to access Springdale Road, ultimately gaining more direct and convenient access to Hamilton Avenue, the Colerain Avenue corridor, and Interstate-275.



Example of the barricade, which was recently removed



Example of the barricade, which was recently removed

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____ NA

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

The Trapp Lane Reconstruction project is not intended to alleviate traffic problems and is not designed to affect the level of service of this facility

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2 MONTHS _____

(The Scope of Service has been developed and Springfield Township is in the process of hiring a consultant.)

a.) Are preliminary plans or engineering completed? Yes _____ No x N/A _____

b.) Are detailed construction plans completed? Yes _____ No x N/A _____

c.) Are all utility coordination's completed? Yes _____ No ~~x~~ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No ~~x~~ N/A _____

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. SEVEN Months.
(from the date of the application submittal)

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Until recently, this section of Trapp Lane only served nine residential homes. With the recent removal of the barricades installed to prevent construction traffic from further deteriorating the road, residents of the 86 additional homes located in the Miles Woods Subdivision are able to access their homes using this portion of Trapp Lane, and emergency vehicles will better be able to maneuver and service the area.

In addition, this section of Trapp Lane allows users to have more direct, convenient, and safe access to other principal thoroughfares in the region, such as Hamilton Avenue, Colerain Avenue, and Interstate-275.

12) What is the overall economic health of the jurisdiction? 10

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Springfield Township, Hamilton County, nor the State of Ohio has placed any official bans on this section of Trapp Lane. However, barricades were installed when construction of Phase II of Miles Woods Subdivision began and the new section of Trapp Lane tied into the older, deteriorating section of the road. The barricades were installed to prevent further damage to the deteriorating, substandard street from heavy construction vehicles. The barricades were recently removed because the Miles Woods Subdivision reached full build-out and construction traffic has ceased.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A ~~x~~

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 285 X 1.20 = 342 Users

(The ADT is based on the formula of 5 trips per day per household estimating that 60-percent of the households utilize the road.)

Water/Sewer: Homes 9 X 4.00 = 36 Users

(Only the nine homes located on the old section of Trapp Lane were not served by a public storm sewer system.)

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax NO

Infrastructure Levy YES Specify type SPRINGFIELD TOWNSHIP ROAD LEVY

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

SCIP/LTIP PROGRAM
ROUND 16 - PROGRAM YEAR 2002
PROJECT SELECTION CRITERIA
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: SPRINGFIELD TWP

NAME OF PROJECT: TRAPP LAKE

RATING TEAM: 2

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- ☒ 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

NARROW STONE BASE STREET
ALLIGATOR CRACKING, CANNOT
SUSTAIN TRAFFIC LOAD BEING
IMPOSED BY NEW SUB CONNECTING
W/ IT.
WILL SOON BECOME 25 POINTER

Appeal Score _____

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- ☒ 10 - Minimal importance
- 0 - No measurable impact

28' WIDE NEW SUB PVT
NECKS DOWN TO 16' W/
SKEWED ALIGNMENT WHERE
THEY CONNECT, AS POINTED OUT IN APP,
ACCIDENTS TO FOLLOW SOON

Appeal Score _____

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ☒ 0 - No measurable impact

PONDING OF WATER IN
FRONT YARDS - 15
THIS IS IMPORTANT ?

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

- ☒ 10 - No
- 0 - Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14

3 – Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14

0 – Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

- ☒ 10 Points
- ☐ 8 Points
- ☐ 6 Points
- ☐ 4 Points
- ☐ 2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed
- 8 - 80% reduction in legal load or 4-wheeled vehicles only
- 7 - Moratorium on future development, *not* functioning for current demand
- 6 - 60% reduction in legal load
- 5 - Moratorium on future development, functioning for current demand
- 4 - 40% reduction in legal load
- 2 - 20% reduction in legal load
- ☒ 0 - Less than 20% reduction in legal load

Appeal Score

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- 10 - 16,000 or more
- 8 - 12,000 to 15,999
- 6 - 8,000 to 11,999
- 4 - 4,000 to 7,999
- ☒ 0 - 3,999 and under

342 (CURRENT)

Appeal Score

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

- 5 - Two or more of the above
- ☒ 3 - One of the above
- 0 - None of the above

Appeal Score

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.